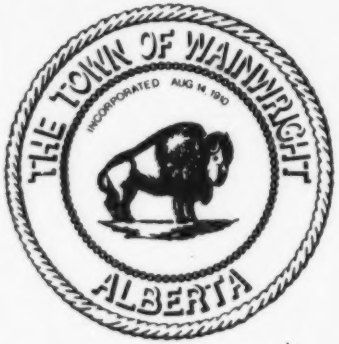


A
REVISED GENERAL MUNICIPAL PLAN
for the
TOWN OF WAINWRIGHT

1986

BYLAW NO. 86-1

Prepared & Printed By

Alberta
MUNICIPAL AFFAIRS
PLANNING SERVICES

Canada: Alberta: Town of Wainwright

Bylaw No.: 86-1

WHEREAS Section 61 of the Planning Act, R.S.A., 1980 authorizes a municipal council to prepare and adopt a General Municipal Plan to guide the growth and development of the municipality:

AND WHEREAS Alberta Municipal Affairs, Planning Branch, in cooperation with Council, has prepared a revised General Municipal Plan for the Town;

NOW THEREFORE With the exception of the Appendix, "Getting To Know Us, The Town of Wainwright," the Council of the Town of Wainwright, duly assembled, hereby enacts as follows:

1. The document attached to this Bylaw, together with all accompanying maps, is hereby adopted as the "Town of Wainwright General Municipal Plan" pursuant to section 61 of the Planning Act 1980.

2. The Bylaw adopting the previous General Municipal Plan (1976) is hereby repealed.

3. This Bylaw comes into effect on the date of third reading.

First Reading February 4, 1986

Public Hearing January 29, 1986

Second Reading February 4, 1986

Third Reading February 4, 1986

MAYOR

MUNICIPAL ADMINISTRATOR

TABLE OF CONTENTS

Bylaw Number i

Table of Contents ii

1.0 INTRODUCTION 1

1.1 Purpose 1

1.2 Plan Goals 2

2.0 RESIDENTIAL 3

2.1 Introduction 3

2.2 Proposed Residential 3

2.2.a Issues 3
2.2.b Objectives 3
2.2.c Policies 3
2.2.d Figure 1 – Future Land Use 4

2.3 Existing Residential 5

2.3.a Issues 5
2.3.b Objectives 5
2.3.c Policies 5
2.3.d Figure 2 – Residential Development 6

3.0 COMMERCIAL 7

3.1 Introduction 7

3.2 Primary Commercial 7

3.2.a Issues 7
3.2.b Objectives 7
3.2.c Policies 7

3.3 Secondary Commercial 8

3.3.a Issues 8
3.3.b Objectives 8
3.3.c Policies 8
3.3.d Figure 3 – Commercial Development 9

4.0 RECREATION 10

4.1 Introduction 10

4.2.a Issues 10
4.2.b Objectives 10
4.2.c Policies 10
4.2.d Figure 4 – Open Space, Reserves and Parks 11

5.0 INDUSTRIAL 12

5.1 Introduction 12

5.2.a Issues 12
5.2.b Objectives 12
5.2.c Policies 12
5.2.d Figure 5 – Industrial Development 13

6.0 TRANSPORTATION 14

6.1 Introduction 14

6.2.a Issues 14
6.2.b Objectives 14
6.2.c Policies 14
6.2.d Figure 6 – Transportation Network 16

7.0 ANNEXATION 17

7.1 Introduction 17

7.2.a Issues 17
7.2.b Objectives 17
7.2.c Policies 17
7.2.d Figure 7 – Annexation Study Area 19

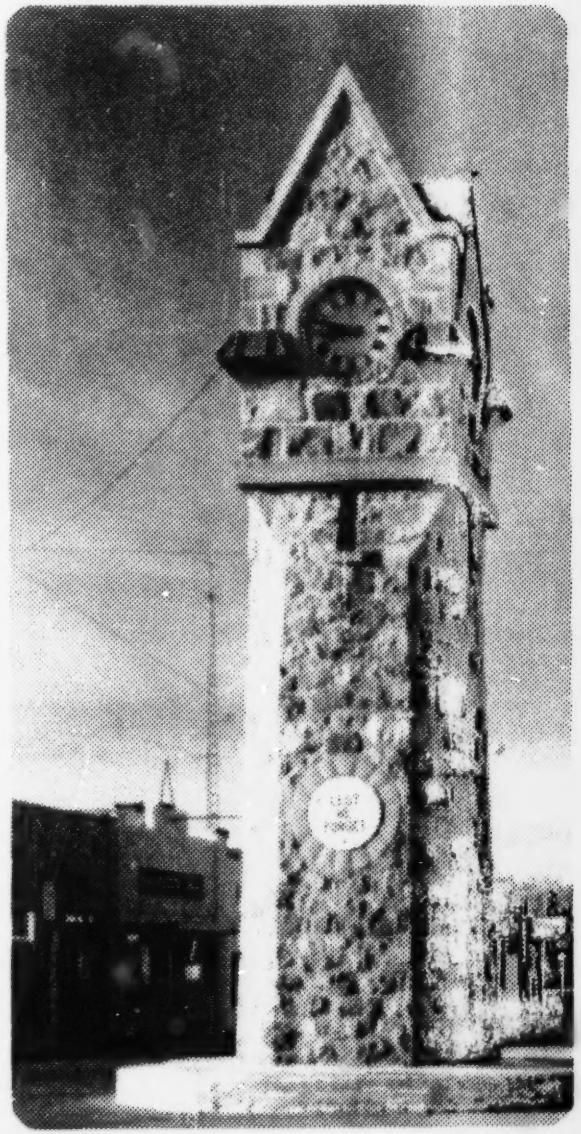
8.0 IMPLEMENTATION 20

8.1 Introduction 20

8.2.a Issues 20
8.2.b Objectives 20
8.2.c Policies 20

APPENDIX: "Getting to Know Us" 21

1. The Setting 21
2. The People 22
3. The Economy 23
4. The Services 25
5. The Contacts 29



1.0 INTRODUCTION

A general municipal plan is prepared by Council and adopted by bylaw. A REVISED GENERAL MUNICIPAL PLAN represents an updated version of the existing plan and the procedure to follow is described in PART 6 of the Planning Act, R.S.A. 1980. Crucial to the revision procedure is public participation, and a committee of council including the public (listed below) has been assigned the task of revision by Town Council.

TOWN OF WAINWRIGHT

REVISED GENERAL MUNICIPAL PLAN

PLANNING COMMITTEE

VOTING MEMBERS

Adam Coleman .....Mayor
Byron Iverson .....Councillor
Ken Miller .....Councillor
Bill Vietch .....Councillor
Gene Ziebarth .....Councillor
Ernie Bouchard .....Municipal Administrator
Joyce Perkins .....Development Officer
Dennis Dyck .....CILW Radio
Roger Baughan .....Wainwright Chamber of Commerce
Evelyn Zaiic .....General Public

NON-VOTING MEMBERS

Bob Hutchinson .....Alberta Municipal Affairs
Bruce Gunn .....Alberta Municipal Affairs

1.1 Purpose

The reason for a general municipal plan, as described in the Planning Act, R.S.A. 1980, is to provide the community with a document which outlines Council's approach when dealing with land use and land development matters. All other planning documents, such as the Wainwright Land Use Bylaw, serve to compliment and implement the policies and objectives stated in the general municipal plan.

The existing Wainwright General Municipal Plan is old, unused and out of date. The purpose of revising the General Municipal Plan is twofold: firstly, to provide a document outlining Council's policies that they are committed to implement, and secondly, if used as a guide to development, Council believes future generations will benefit from a higher quality of life than what now exists in Wainwright.

1.2 Plan Goals

There are two equally important goals that Council weigh when dealing in land use issues. These two goals have the effect of binding Council's final decision on land use matters with the policies of this plan.

The two goals were formulated from six key beliefs of Council:

(i) a variety of land uses are expected by the population; eg. one for houses, another for working and still another for play, etc.

(ii) the community is physically growing and ever-changing,

(iii) growth is valuable to the town and Council shall continue to encourage businesses and families to locate in Wainwright,

(iv) Council believes it has a role to play in determining the quality of life in Wainwright. As part of this role, Council believes that it is necessary to establish appropriate standards for all land use, building and development within the Town.

(v) Council recognizes the need and values working with private business to promote the greater good of the town. From time-to-time, this may involve some form of direct participation in the land development process.

(vi) Council believes the adequate supply of land for residential, commercial and industrial development is essential to the progress of the Town. Towards this end, and through its Property Committee, Council has in the past and will continue in the future to bank land.

Based on these key beliefs, Council has identified these two goals:

To exercise Council's role in land use planning in such a way as to promote the quality of life in Wainwright for the benefit of all.

To establish a land use planning approach which is supportive of the private market while at the same time, setting out clear, reasonable standards for land use, building and development.

2.0 RESIDENTIAL

2.1 Introduction

The Town of Wainwright is confronted by several land use issues which were identified through discussions by the Committee. This plan attempts to identify these issues. The purpose of this document is to state policies of Council which the Committee believes will help solve the issue, without the town actually getting involved in an otherwise private development. For example, one issue in providing residential land for residents is the lack of mobile home rental accommodations. A policy of council, addressing this issue, is to identify three or four RMH2 parcels at all times so that entrepreneurs can negotiate entry into this market with various landowners.

To more easily understand this subject, this section is in two parts: Proposed and Existing Residential.

2.2 PROPOSED RESIDENTIAL

2.2.a Issues

(i) approximately 102 lots now are available:

41 R1 residential
61 R2 residential

(ii) there is a shortage of rental accommodations:

duplexes
fourplex
rowhouses, and
apartments

(iii) there is a need for mobile home park sites, both:

rental
self contained

(iv) an adequate mixture of zones has not always been available in town.

2.2.b Objectives

(i) to identify a variety and an adequate supply of land so there is an opportunity for individuals and/or developers to have a variety of housing alternatives available to them.

2.2.c Policies

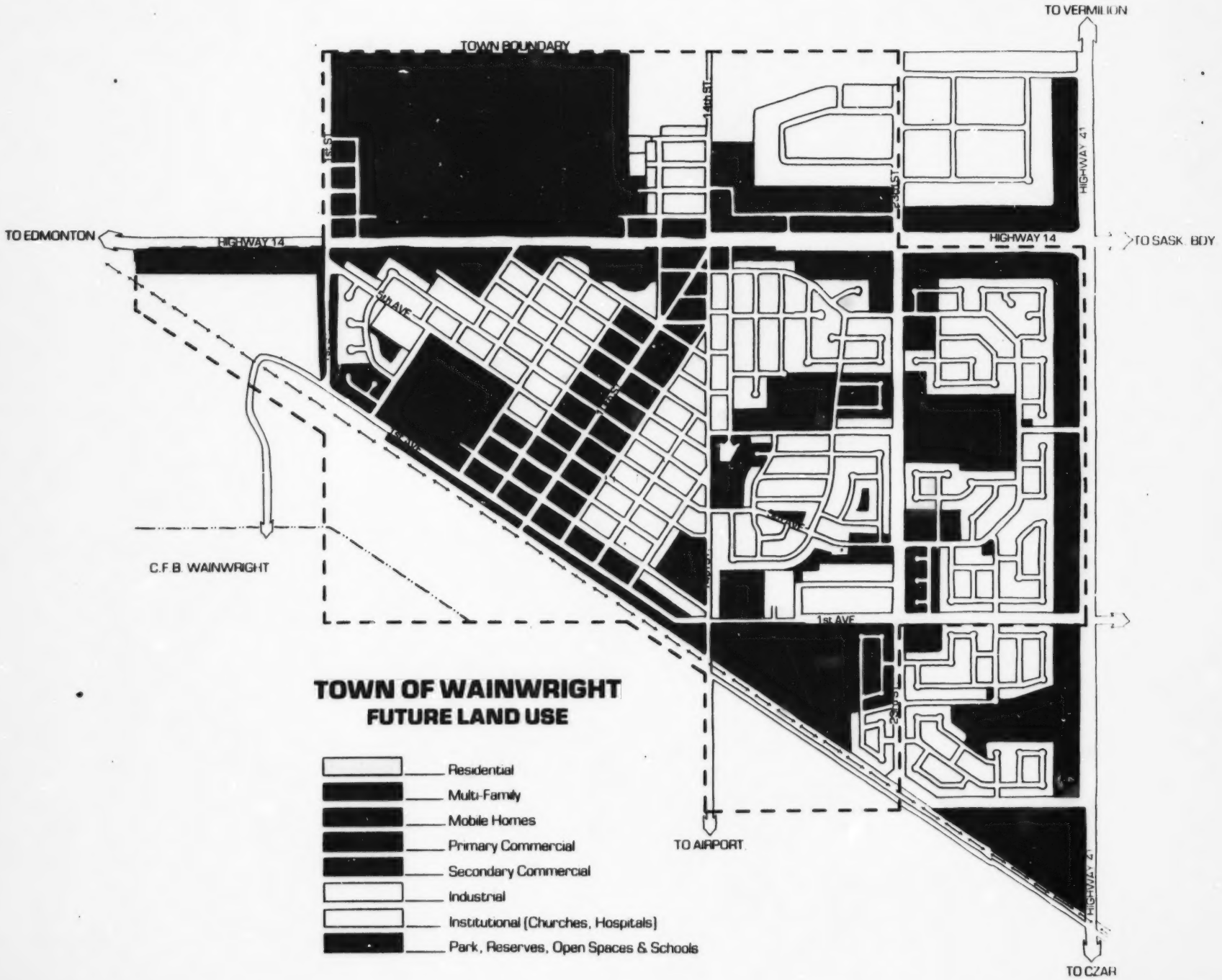
Council has been and will continue to be prodevelopment, except where proposed development is costly (financially and/or socially) to the town.

(i) It is Council's policy to at least have all vacant land within its jurisdiction generally planned.

(ii) Outline Plans will be circulated, adopted and adhered to by Council for large strategic areas most likely to develop.

(iii) Within each strategic area plan it is the policy of this Council to have a mixture of land uses.

(iv) Once outline plans have been accepted by Council, then it is policy to have the responsibility for development or the responsibility to change the land-use designation on anyone other than Council.


TO VERMILION
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14th ST
HIGHWAY 41
TO EDMONTON
HIGHWAY 14
HIGHWAY 14
TO SASK. BDY
1st AVE
C.F.B. WAINWRIGHT
1st AVE
TO AIRPORT
HIGHWAY 41
TO CZAR
TOWN OF WAINWRIGHT
FUTURE LAND USE
Residential
Multi-Family
Mobile Homes
Primary Commercial
Secondary Commercial
Industrial
Institutional (Churches, Hospitals)
Park, Reserves, Open Spaces & Schools

2.3 EXISTING RESIDENTIAL

2.3.a Issues

(i) there is a shortage of rental accommodations;

(ii) several older houses have become uninhabitable (under today's standards) and are ripe for redevelopment;

(iii) few opportunities exist to live downtown;

(iv) single family residences exist in an area of either future downtown expansion or higher density multifamily dwellings.

2.3.b Objectives

(i) to have individual landowners redevelop older building stock;

(ii) to increase the number of residents downtown, this plan has identified an area around the existing downtown where redevelopment could be into multifamily units or commercial buildings or a combination of both; and

(iii) to have development or redevelopment in the remaining existing residential area to approximate: duplexes on corner lots, apartments on lots providing adequate on-site parking, and other innovative housing structures at Council's approval.

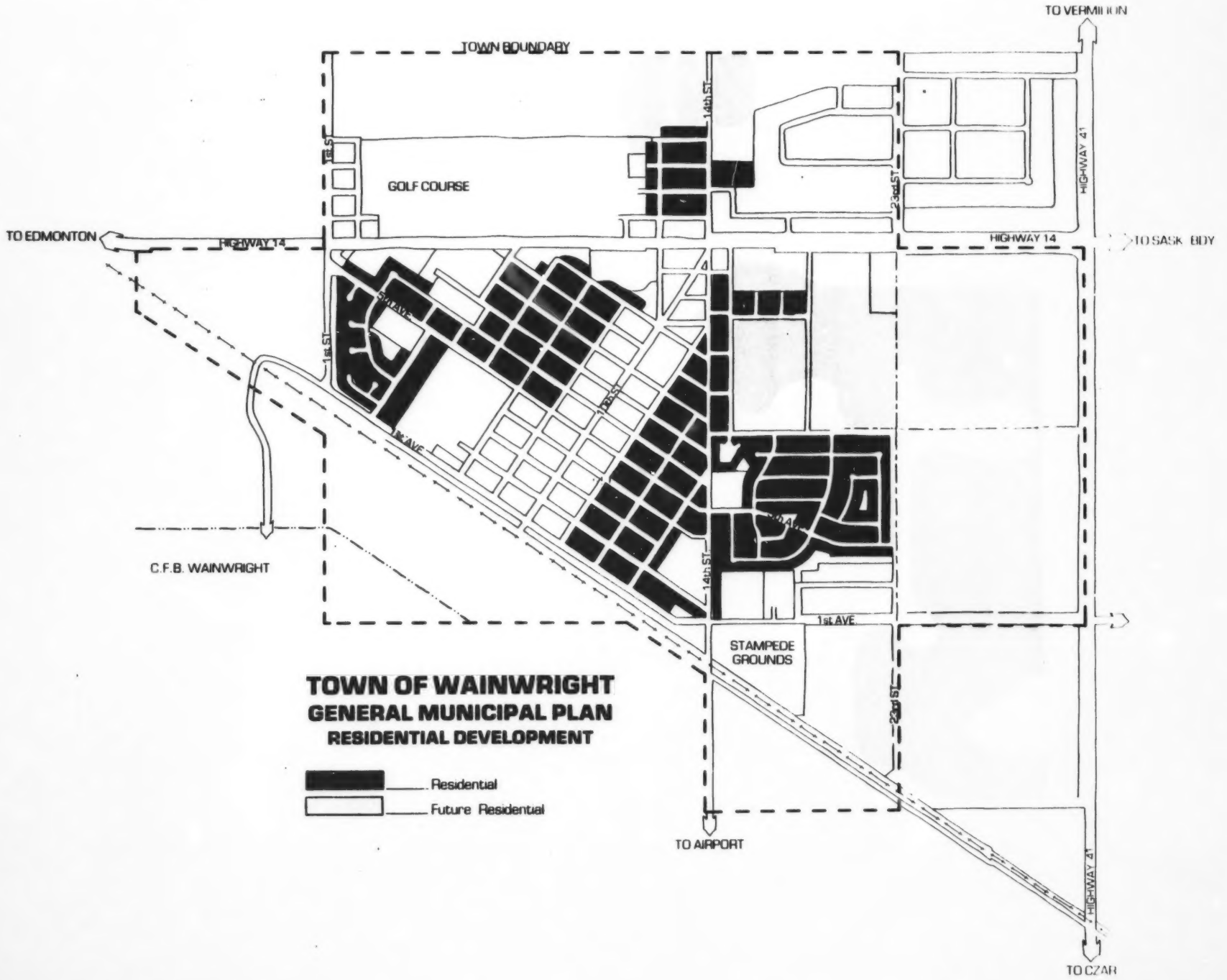
2.3.c Policies

In existing residential areas, Council's policy is one of laissez-faire with a few exceptions:

(i) **Downtown expansion:** Council would like to see the existing residences in the few blocks adjacent to downtown eventually redevelop into multifamily or commercial or a combination of these. The few blocks are: Blocks 16, 22, 28, 34, 40, 58, and 44A, the school grounds, on the East side of 10th (Main) Street; and Blocks 21, 27, 33, 39, 45, and 51 on the West side of Main Street.

(ii) **Home Occupations:** Council has mixed feelings, they believe home occupations allow the entrepreneurial spirit to flourish but would prefer to see businesses downtown. They therefore will make individual decisions to allow or disallow home occupations where a situation causes a disturbance or nuisance in the residential area.

(iii) **Group Homes:** Council believes these uses are legitimate uses in the existing residential areas. To date there have been no problems, but loading zones may be a requirement if traffic becomes conjested.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23rd ST
HIGHWAY 41
TO AIRPORT
TO CZAR
TOWN OF WAINWRIGHT
GENERAL MUNICIPAL PLAN
RESIDENTIAL DEVELOPMENT
Residential
Future Residential

3.0 COMMERCIAL

3.1 Introduction

Wainwright clearly has two types of commercial uses within its jurisdiction: primary and secondary. This clear difference is somewhat less evident as uses have been unexpectedly located in one or another zone, or the zone has expanded to encompass existing uses.

Primary commercial is downtown commercial providing the major retail needs of the community. It also provides offices: business, financial and professional. The downtown serves as a focus for the whole town and Council cannot make a strong enough statement as to downtown preservation and its "service center" function.

Secondary commercial involves large land users such as auto dealers, lumberyards and wholesalers. Secondary commercial serves agriculture, tourists and the oil and gas industries. In Wainwright, these land users would usually be on the "edge of town" along Highways 14 and 41 and/or the railway.

Some variations of unexpected uses found in different zones are: lumber yards or trucking firms (ie. large land users) in the downtown; or office buildings being located in the secondary (highway) commercial area.

This section will also be discussed in two parts: Primary and Secondary Commercial.

3.2 PRIMARY COMMERCIAL

3.2.a Issues

(i) single family residences should not be located in the downtown and in an area of expansion, development or redevelopment,

(ii) some large areas of land in the downtown are vacant or have only a single small use,

(iii) parking is perceived to be a problem.

3.2.b Objectives

(i) to expand the size of downtown Wainwright with primary commercial uses and multifamily facilities,

(ii) to discourage incompatible uses in the downtown that would detract from the character of the area.

3.2.c Policies

(i) Council's policy for downtown expansion is described earlier in the residential section.

(ii) Any redevelopment would have to be of a primary commercial nature. Even through Council is prodevelopment, they would rather see residential development in residential areas and industrial type commercial uses in a secondary commercial area.

(iii) A mall on the "edge of town" is not Council's idea of downtown preservation. This type of development will not be encouraged unless all options to have primary commercial in the downtown are exhausted and found to be unsuccessful.

(iv) Parking has been found to be more a perceptual than an actual problem. As a result, parking in the downtown will be monitored annually.

(v) Finally, primary commercial uses unexpectedly located in other zones shall be discouraged. Council may allow neighbourhood convenient stores where there is support from neighbours, or where it has been previously planned.

3.3 SECONDARY COMMERCIAL

3.3.a Issues

(i) Commercial development along the highway have, at times, been unsafe.

(ii) Local movements along Highway 14 by familiar users have adversely affected through traffic movements of the unfamiliar travelling public.

(iii) Valuable highway commercial land is "lost" to the golf course, parks and the high school grounds.

3.3.b Objectives

(i) To ensure the integrity of both Highways 14 and 41.

(ii) To ensure an adequate supply of land is identified for secondary commercial uses.

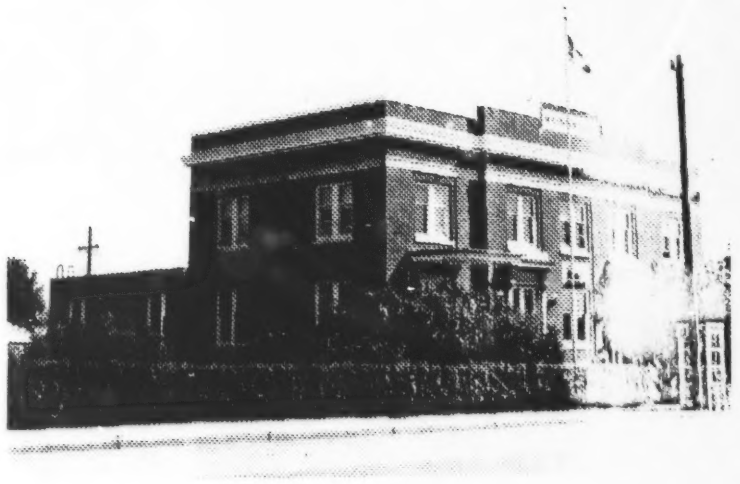
3.3.c Policies

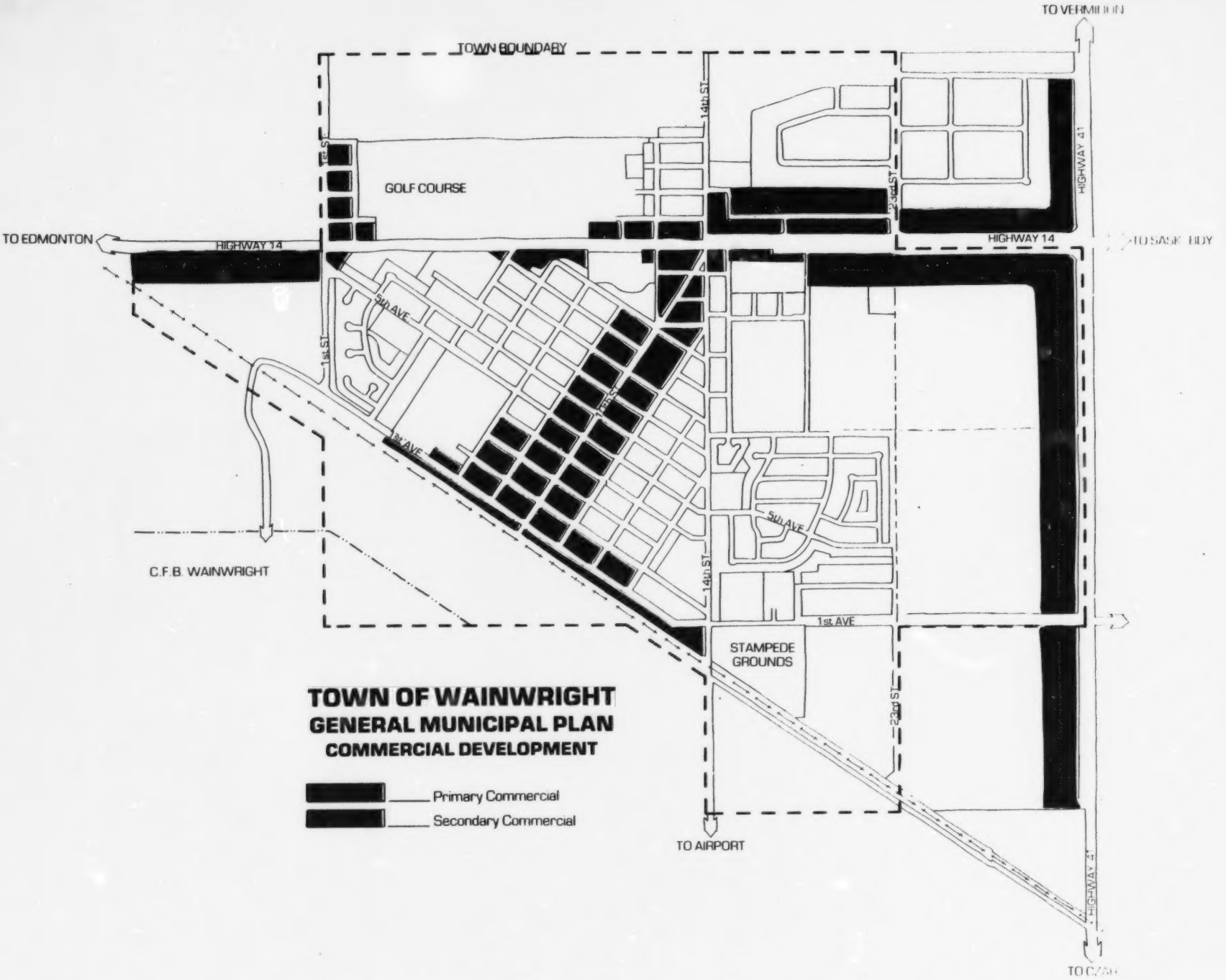
(i) Council recognizes the importance of both highways to the town and it is their policy to protect the integrity of both, going as far as designating existing residential uses along the highway non-conforming.

(ii) All future land uses adjacent to the highways will be secondary commercial/industrial not offices or institutional.

(iii) Council also realizes that valuable commercial land along the highway is lost to parks and open spaces but value these uses more highly and therefore have no policy to change existing park uses. In fact, the new museum will be in Wallace Park.

(iv) Council is of the opinion that secondary commercial/industrial uses should be concentrated in town and therefore are not opposed to the relocation of any of these uses from other zones, especially the town and M.D. yards.

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C.F.B. WAINWRIGHT
STAMPEDE GROUNDS
23rd ST
TO AIRPORT
HIGHWAY 41
TO CAMR
TOWN OF WAINWRIGHT
GENERAL MUNICIPAL PLAN
COMMERCIAL DEVELOPMENT
Primary Commercial
Secondary Commercial

4.0 RECREATION

4.1 Introduction

The Parks and Recreation Board, with the assistance of other public bodies have successfully assessed the needs of the community in a Recreation Master Plan. The master plan details in priority steps to be taken to achieve recreational program or facility goals of the community. Council supports the master plan which aims to satisfy the wishes of the majority of residents; the General Plan however, addresses land use needs not program needs and will not duplicate the Recreation Master Plan.

4.2.a Issues

(i) People in the community enjoy a variety of recreation activities but, not all people are oriented to competitive team activities.

(ii) The Parks and Recreation Board is encouraging passive recreation and cultural activities and suggest both a fitness trail for Wallace Park and to locate the museum there.

(iii) Dr. Middlemass Park has been identified as a major tourist facility and group picnic area and ongoing development is encouraged.

(iv) Improvements to the P.M.C. area should include maintenance to existing facilities and equipment and/or the addition of some new equipment. Extensive work to the P.M.C. Arena (eg. constructing a concrete floor) or the possibility of construction of a new arena is rapidly becoming evident and should be a future consideration.

(v) The golf course expansion from 9 to 18 holes is an issue.

(iv) The stampede grounds is underutilized.

4.2.b Objectives

(i) to support the Wainwright Recreation Master Plan by providing the community with a variety of open space to meet the needs of different types of recreational activity;

(ii) to ensure that future useable recreational reserves are allocated in the development of new subdivisions, and

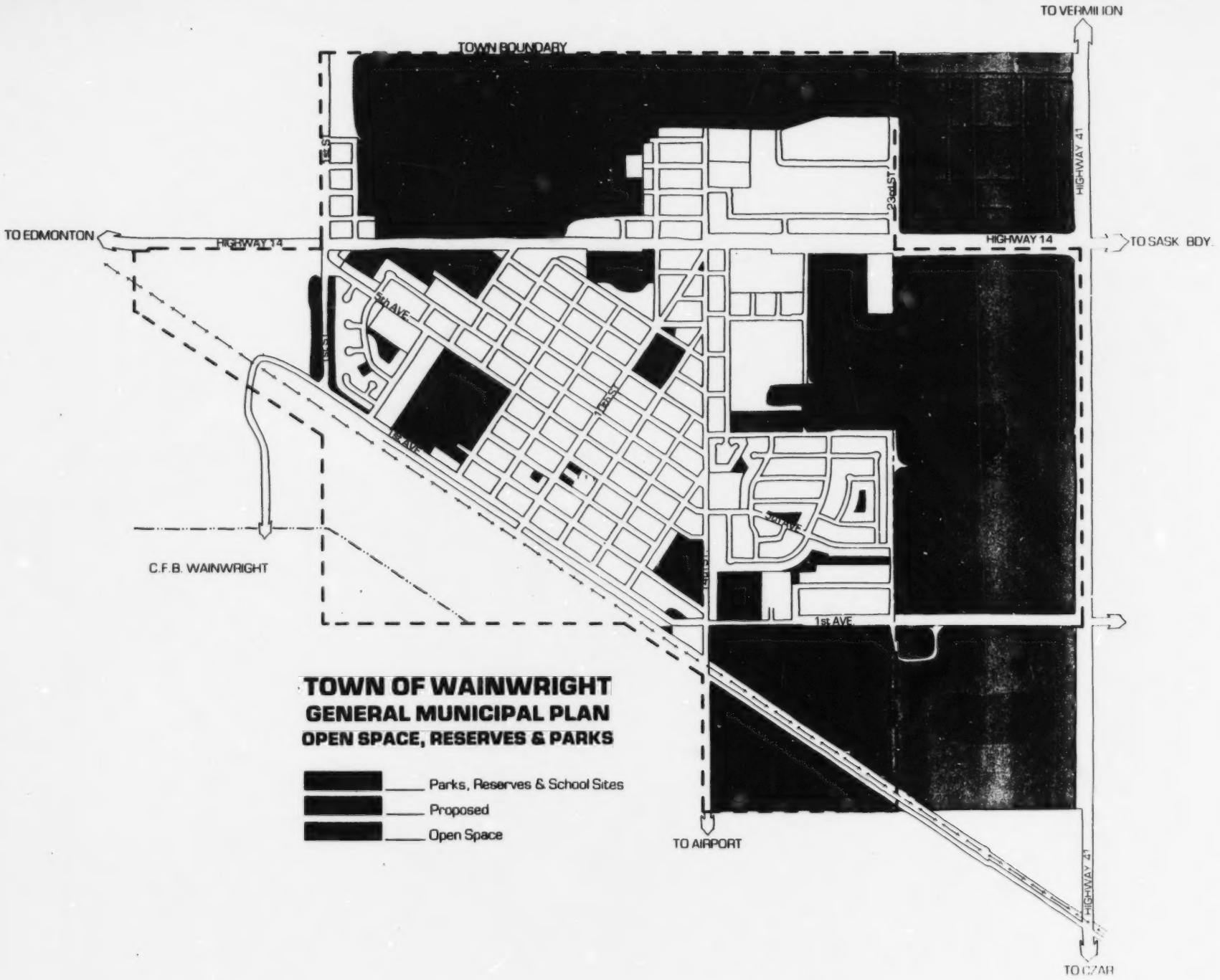
(iii) to continue the positive relationship between the Town, the Municipal District of Wainwright and C.F.B. Wainwright concerning cost sharing on jointly used parks and recreation services.

4.2.c Policies

(i) It is Council's policy to expand Dr. Middlemass Park when neighboring lands are subdivided.

(ii) On the east side of Wainwright, Council's policy is to accumulate reserve land in as large an area as possible for future school sites, at the time of subdivision.

(iii) Council agrees that the golf course may expand and, for this reason, have designated a portion of the area north of the golf courses for this purpose.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TOWN OF WAINWRIGHT
GENERAL MUNICIPAL PLAN
OPEN SPACE, RESERVES & PARKS
Parks, Reserves & School Sites
Proposed
Open Space

5.0 INDUSTRY

5.1 Introduction

Wainwright has some interesting but, to date, limited industrial development. The Town has been working to attract industries to locate within the community and has developed industrial land (both serviced and unserviced) north of the highway. South of the tracks water, sewer, natural gas and power are available but, as yet, the land is undeveloped. Council plans to expand these existing developments onto adjacent lands and does not plan the establishment of additional industrial parks in other locations.

5.2.a Issues

(i) some light industrial users (truckers, welders, etc.) have chosen to locate (for unknown reasons) outside of Wainwright.

(ii) Several industrial lots remain vacant north of the highway.

(iii) Industrial land south of the tracks remain unplanned and is unavailable in small parcels.

5.2.b Objectives

(i) to determine, or at least get some idea, why industrial users locate out of town,

(ii) to market industrial land more aggressively,

(iii) to prepare, circulate and adopt a land use plan for the industrial area south of the tracks.

5.2.c Policies

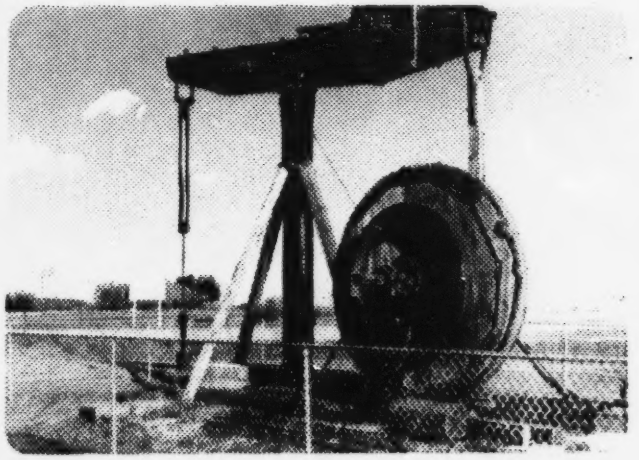
(i) It is Council's policy to have agencies such as the Chamber of Commerce or the Industrial Development Committee actively market industrial land and determine marketing strategies.

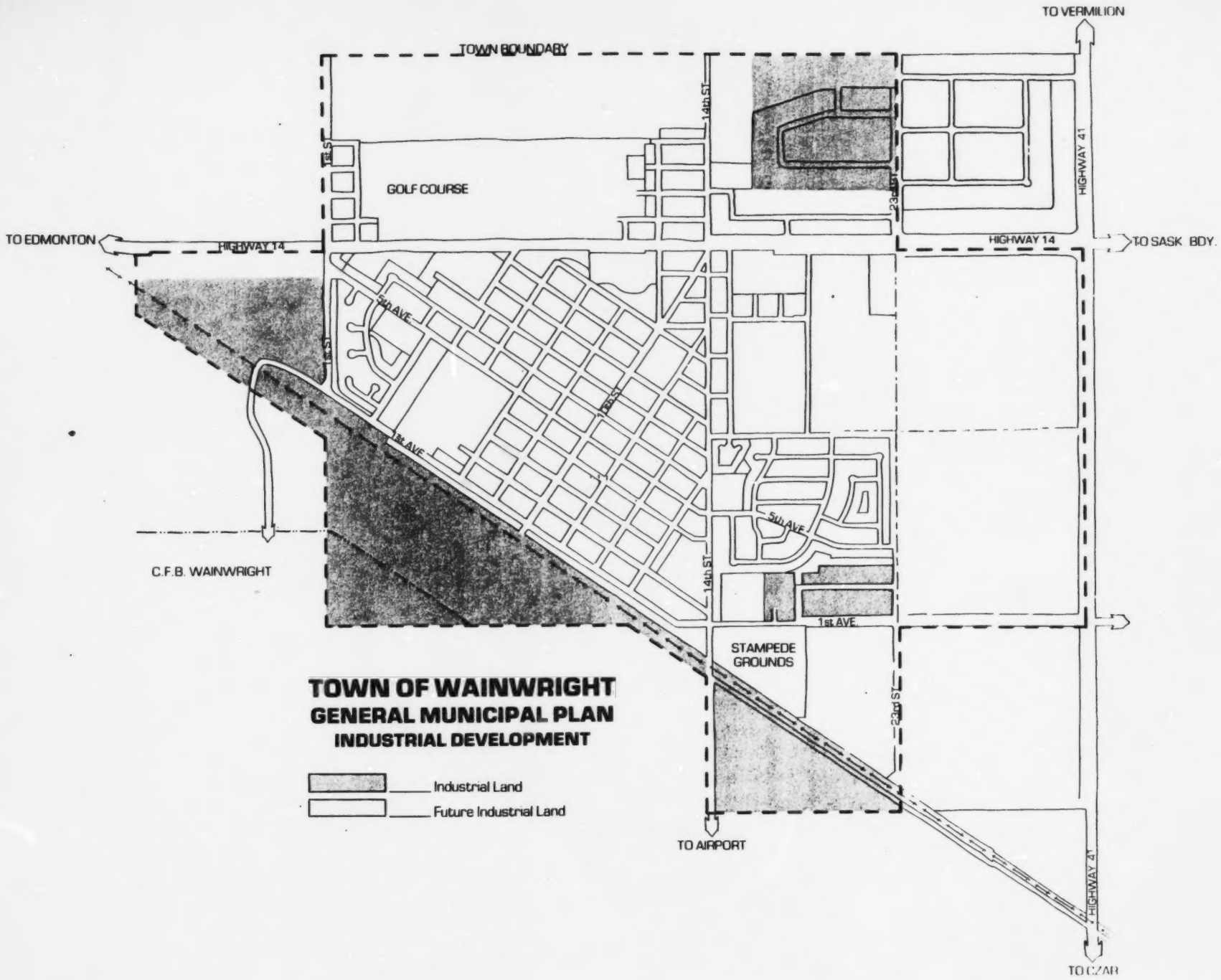
(ii) Council wants to ensure a future supply of industrial land and it is their policy to play a major role in the ownership, planning and servicing of such land.

(iii) To guide and promote large industrial development it is Council's policy to prepare an Outline Plan for the Wainwright Industrial Area south of the CNR tracks.

(iv) The design of future industrial areas shall include a variety of lot sizes, reflecting different industrial needs, and Council encourages the provision of semi-serviced lots.

(v) Council shall continue to use the outline plan process for future industrial lands in order to rationalize the supply of such land.

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C.F.B. WAINWRIGHT
14th ST
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STAMPEDE GROUNDS
23rd ST
TO AIRPORT
HIGHWAY 41
TO CZAR
TOWN OF WAINWRIGHT
GENERAL MUNICIPAL PLAN
INDUSTRIAL DEVELOPMENT
Industrial Land
Future Industrial Land

6.0 TRANSPORTATION

6.1 Introduction

Planning transportation systems forms an important element in the planning process as they are an integral part of the infrastructure required to accommodate growth in Wainwright. At the core of this planning process is the task of translating Wainwright's needs into physical projects. The high degree of interaction between transportation services and the character and pattern of land uses and their combined effect on the quality of life cannot be understated.

Because of the importance of this topic and the skills required to suggest reasonable solutions to several transportation issues, in 1985 the Council commissioned a transportation study. The costs of this study were shared with Alberta Transportation and the commission was given to Stanley Associates Engineering Ltd.

The transportation study details in priority steps to be taken to provide a satisfactory road network and accommodate growth in Wainwright and Council supports its recommendations. This section will review some highlights of this study.

6.2.a Issues

(i) access onto and off Highway 14 must be controlled as conjestion is almost intolerable.

(ii) road/rail conflicts must be analyzed and appropriate solutions recommended.

(iii) information about the roadway hierarchy and circulation in town are unknown.

(iv) pedestrian crossings should be analyzed to determine if existing crossings are needed and if additional crossings should be added.

6.2.b Objectives

(i) to have a transportation system that will safely and efficiently accommodate present and future needs.

(ii) the system must be sufficiently flexible to accommodate changes in travel patterns that occur over time in both the town and highway.

(iii) to protect Highway 14 and Highway 41 in the future so that a highway bypass will not be required.

(iv) to determine a balance between capital investments and community benefits.

6.2.c Policies

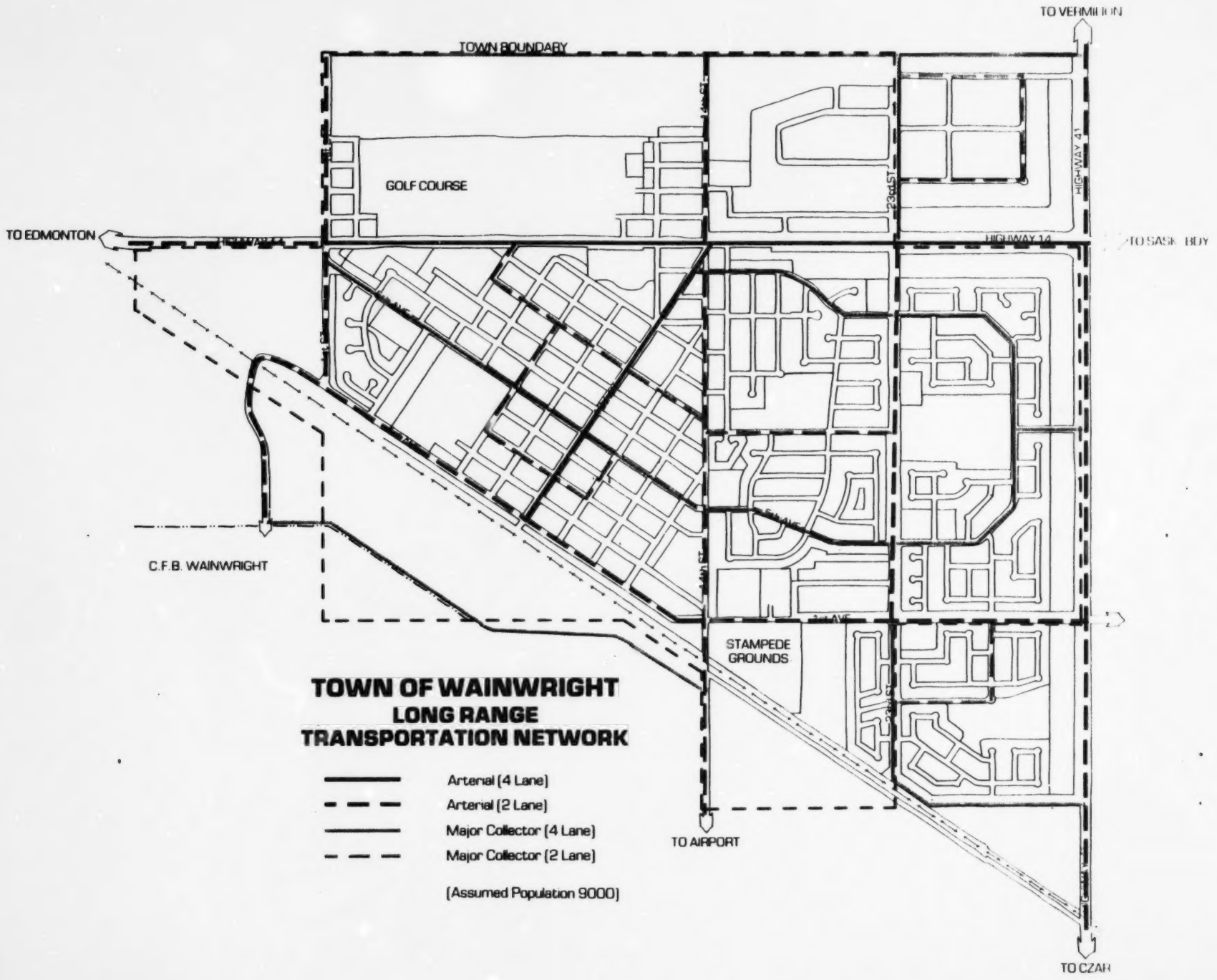
(i) It is Council's policy to accept and use a hierarchy of roads determined in the Transportation Study to provide for safe and efficient transportation.

(ii) It is Council's policy to continue to lobby for grade separation somewhere along the CNR main line and shall monitor traffic flows in order to establish the need and a specific location.

(iii) It is Council's policy that within the town boundary future development will not interfere with the safe and efficient operation of either Highway 14 or 41.

(iv) Some other general policies of Council are:

- New residential areas shall continue to be designed in a manner which minimizes through roads and roads having long straight stretches.
- Road systems and road rights-of-way shall be designed in relation to anticipated future needs as well as existing traffic flows.
- Placement of major roads and truck routes shall take into consideration the existing rural road system and integration of both systems should occur where possible.
- Gradual extension of existing service roads along Highway 14 (north side) shall occur as adjacent sites are developed. Possible inclusion of service roads on the south side for commercial developments shall be considered.
- The Council shall study possible improvements to the pedestrian environment within town including the addition of crosswalks and expansion of the pathway system.
- The existing truck routes in town shall be well signed and maintained.
- To request the M.D. of Wainwright to continue to maintain adequate land use controls that protect the Municipal Airport and the Airport Road from incompatible development.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TO SASKATOON
HIGHWAY 41
C.F.B. WAINWRIGHT
STAMPEDE GROUNDS
TO AIRPORT
TO CZAR
TOWN OF WAINWRIGHT
LONG RANGE
TRANSPORTATION NETWORK
Arterial (4 Lane)
Arterial (2 Lane)
Major Collector (4 Lane)
Major Collector (2 Lane)
(Assumed Population 9000)

7.0 ANNEXATION

7.1 Introduction

Council has a responsibility to the town and future generations to ensure that there is adequate room to expand without undue expense. They have an equal responsibility to be a good neighbor, openly sharing their ideas about expansion.

7.2.a Issues

(i) as the population grows the demand for expansion land increases.

(ii) land uses that are incompatible with urban uses and the conflicts that these incompatible uses create can now be avoided.

(iii) Camp Wainwright and the Town of Wainwright have developed a special relationship which provides for the sharing of resources such as, water and sewer systems, fire protection and recreation facilities.

7.2.b Objectives

(1) to provide sufficient areas of land capable of ensuring orderly and economic growth and development of the town.

(ii) to avoid conflicts and incompatible land uses in those areas surrounding the town.

(iii) to ensure orderly conversion of rural land to a variety of urban uses.

(iv) to eventually have the urban portion of the camp within the urban jurisdiction of the town.

7.2.c Policies

(i) It is Council's policy to continue to develop a comprehensive annexation study which will address the long term needs of the Town of Wainwright.

(ii) The annexation study shall propose future boundaries for the Town which should avoid irregular shapes and provide a long term framework for planning with the certainty of jurisdictional control.

(iii) The area outlined in Figure 7 shall form the basis for this study, as well as consultation with the M.D. of Wainwright.

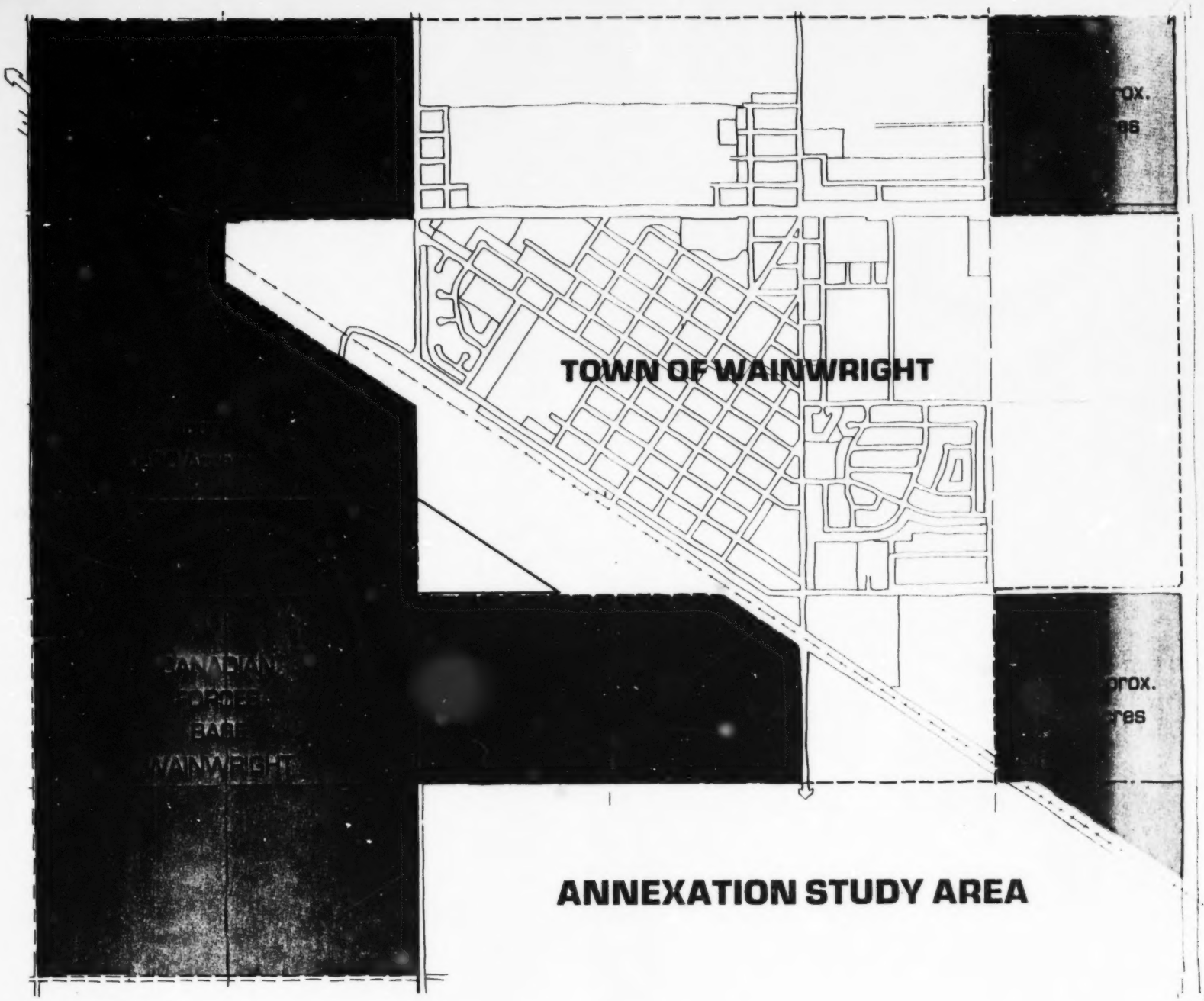
(iv) As much as possible annexation proposals shall avoid the inclusion of prime agricultural lands but where this may not be possible, cultivated lands shall not be converted to urban uses until specifically required.

(v) Upon drafting an annexation proposal, the Council shall follow guidelines for annexation as set out in the Local Authorities Board's memorandum "Application for Annexation by a Council of a Municipality".

(vi) The provisions of any annexation proposal shall have regard to its role in implementing relevant policies of the General Municipal Plan.

(vii) When the town's growth requires annexation it is Council's policy to use these factors in determining the direction of growth and/or annexation:

- availability and cost of land
- agricultural capability
- serviceability
- access
- proximity to the central business district
- environmental constraints
- compatibility with adjacent land uses.


TOWN OF WAINWRIGHT
ANNEXATION STUDY AREA

8.0 IMPLEMENTATION

8.1 Introduction

Council is committed to this General Municipal Plan and they believe it would be a waste of time not to specify some measures by which the implementation of their policies can be tested.

8.2.a Issues

The main issue is that too often general plans are prepared, adopted and then put on the shelf and never looked at again. Council would like to avoid this.

8.2.b Objectives

(i) to have a General Municipal Plan that is truly used as a guide to future development in town, and;

(ii) by truly using this document, a second objective is to coordinate all aspects of the Town's involvement in land planning.

8.2.c Policies

(i) As soon as possible it is Council's policy to ensure there is no conflict between the policies of this plan and the provisions of the Land Use Bylaw.

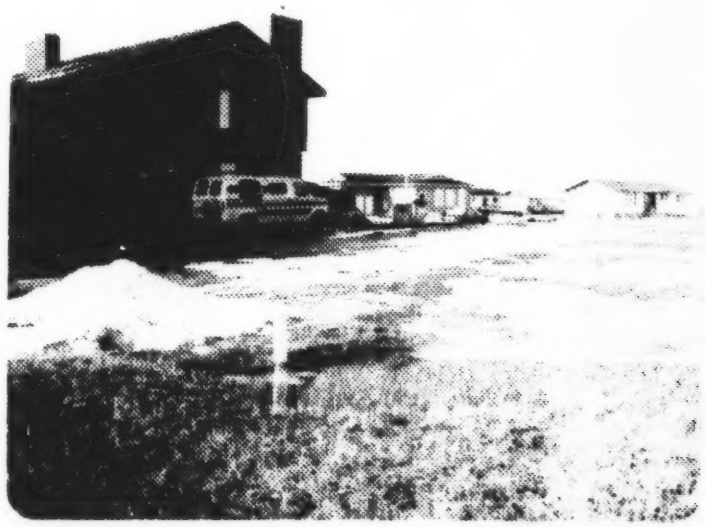
(ii) Council shall work to get support for the relevant policies of this plan from various affected agencies and government departments.

(iii) Council shall continue open communications with the Municipal District of Wainwright regarding matters of common interest concerning planning and development in areas surrounding the Town.

(iv) Council has a policy of requiring outline plans as the initial step in dealing with development proposals in undeveloped areas.

(v) Council shall formally review and update the General Municipal Plan every five years or at the time of election of a new Council. Council may amend this plan as necessary.

(iv) In order to monitor the plan, Council shall appoint a committee consisting of Council members, two public members and one member from the Chamber of Commerce. This committee shall prepare an annual report, for presentation to Council, on land use planning and development activity, problems and prospects.



APPENDIX

GETTING TO KNOW US
THE TOWN OF WAINWRIGHT
(November, 1985)

1. THE SETTING
2. THE PEOPLE
3. THE ECONOMY
4. THE SERVICES
5. THE CONTACTS

INTRODUCTION

This report is a supplement to the General Municipal Plan. It presents information about various aspects of the Town. It is hoped that this information will be useful to all those wanting to become more familiar with the community of Wainwright.

1. THE SETTING

The Town of Wainwright is a well established progressive community located approximately 203 km (126 miles) southeast of Edmonton and 402 km (250 miles) northeast of Calgary in the heart of southeast central Alberta. The Town is served by the main line of Canadian National Railways and is connected with the provincial primary highway system by highways #14 and #41.

The settlement history of the Town and surrounding region, dates back to the period 1895 - 1900. European settlers, mainly of Slavic origin were the first to homestead in the region. In 1908, the Grand Trunk Pacific Railroad provided the key transportation link ensuring the continued growth and development of the Town and region.

Since this time, the Town of Wainwright has increased in importance as the major service center for a prosperous regional community. The economic base of the Town and region is strong and diversified. It includes, agricultural production and processing, petroleum and natural gas exploration, servicing and storage, a thriving retail commercial sector, social and government services and facilities and a major military establishment, Camp Wainwright.

2. THE PEOPLE

POPULATION

	1966	1971	1976	1981	*1985
Town of Wainwright	3867	3872	3890	4462	4643
M.D. of Wainwright	4847	4454	3726	3837	3837

* current

AGE/SEX DISTRIBUTION

Population As of 1985		School Age 19 years & Younger	
Male	2316	Male	539
Female	2327	Female	499
Total	4643	Total	1038

Work Force 20 — 64		Retirement 65 years & older	
Male	1297	Male	286
Female	1256	Female	401
Total	2553	Total	687

LABOUR

Status	1985
Full Time	1743
Part Time	326
Unemployed	119
Total Labour Force	2188
Participation Rate	69.9

PARTICIPATION RATES BY AGE AND SEX, 1985

Age Group	Male	Female
15 -19	43.3	36.7
20 - 24	90.1	72.9
25 - 34	97.9	71.1
35 - 44	96.8	76.7
45 - 54	97.2	65.8
55 - 59	71.6	41.9
60 - 64	59.0	21.7
65 +	5.3	2.0
Overall	52.6	38.5

RESIDENTIAL

Dwelling Type (1985)

Single Detached (with or without suites)	1307
Suite in Single Attached	31
Duplex	38
Townhouse	27
Apartment	273
Mobile Home	92
Business Suites	32
Group Accommodation	2

Household Size by Dwelling Type (1985)

Single Detached	2.73
Suite in House	1.43
Duplex	2.76
Quod-Triplex	2.33
Row House	1.13
Apartment	2.11
Business Suite	2.0
Mobile Home	2.5
Collective Dwelling	65.0

The population of the Town has shown a continuous pattern of growth at a rate of about 1.5 percent per year over the past nineteen years. The current 1985 population of 4643 persons does not include approximately 600 permanent residents of Camp Wainwright.

The labour participation rate of 60.9 includes an overall male participation rate of 52.6 and female participation rate of 38.5. The unemployment rate for the Town is a low 5.4 percent.

The predominant housing type is single detached representing approximately 74% of all housing types. The average population per household is roughly 2.12 persons (does not include population in group homes).

3. THE ECONOMY

EMPLOYMENT BY SECTOR 1985

Agriculture	52
Mining Oil/Gas	257
Manufacturing	47
Construction	133
Transportation/Communication	135
Wholesale Trade	31
Retail Trade	267
Finance/Insurance	89
Education	118
Health and Welfare	202
Accommodation and Food	136
Other Community Services	158
Government	445
Total	2070

TYPE OF BUSINESS

Nursing Home; General Contractor; Trucking Firm; Edible Oil Refinery; Petroleum Service Company; Railway Company; Army Camp; Prefabricated Buildings; Agricultural Service Company; Petroleum Company; Municipal Corporation; Government Agency; Chartered Accountants; Utility Company; Hospital and Auxiliary; Machining and Welding; School Division; General Retail Business; Auto Sales and Service; Food and Beverage; Hotel/Motel; Personal Service; Household Trades; Industrial Trades; Professional Services; Financial Services; Real Estate Services; Insurance Services; Local Crafts

RETAIL AND SERVICE TRADE 1982

	Total Trade	Retail	Service
Outlets	85	61	24
Employees	497	336	161
Full Time	321	214	107
Part Time	176	122	54
Payroll ($000)	5,420	3,961	1,459
Receipts ($000)	46,466	41,136	5,331

FINANCIAL SERVICES

- Bank of Montreal, (includes Commercial Banking Unit)
- Bank of Nova Scotia
- Royal Bank of Canada
- Treasury Branch
- Wainwright Savings and Credit Union

MUNICIPAL FINANCE/BUILDING PERMITS

Mill Rates	1985
Residential	26 mills
Industrial/Commercial	32.15 mills
Per Capita Debt	809.43 (1984)
Last General Assessment 1980	
Total Assessment	71,771,507
Equalized Assessment	24,983,750

Year 1984	Value ($000)	% of Total
Residental	1,552,260	31
Commercial	1,611,330	32
Industrial	170,000	3
Institutional	1,669,460	33
Total	5,003,050	

BASIS OF ASSESSMENT

- Land 65% of Market Value
- Industrial buildings at 65% of present day replacement cost
- Equipment at 65% of present day replacement cost (15% on new equipment).

INDUSTRIAL LAND

Available Sites

- East Wainwright Industrial Park — 2.83 ha (7 acres) serviced
- Tory Heights Industrial Park — 8.09 ha (20 acres) serviced
- Tory Heights Industrial Park — 40.5 ha (100 acres) unserviced

The information regarding Employment by Sector, reveals the strong role government plays as an employer. Approximately 22% of employment is assigned to the government sector with Camp Wainwright being a major employer. In addition, almost one-third (9/31) of all local companies are involved in the petroleum industry.

As further evidence of the broad base economy which exists in Wainwright, 1982 receipts in retail and service trades were $46,466,000. These service trades include six established financial institutions.

The Town's financial health is assured with a total assessment of over $71 million and an equalized assessment base of almost $25 million. The 1984 total value of building permits was over $5 million with a balanced split between residential, commercial and institutional permits.

4. THE SERVICES

TRANSPORTATION AND COMMUNICATIONS

Highways
- Highway #14 (no road limit)
- Highway #41 (75% limit)

Trucking Firms
- Bison Freightlines Ltd.
- Hap's Transport Ltd.
- P & D Express
- Wainwright Freightlines

Note: Warehouse and terminal facilities are available.

Railways
- Canadian National Railway Main Line
- Via Rail terminal facilities available

Air Services
- Wainwright Airport
- All weather facility
- 915 meter (3,000 feet) runway
- Available charter service

Bus Service
- Greyhound, daily bus service to Edmonton and Saskatoon

Newspaper
- Wainwright Star Chronicle
- Lloydminster Booster (weekly)
- Edmonton Journal & Edmonton Sun (daily)

Radio Stations
- CILW Radio (1230) Wainwright

Television Channels
- CKSA Lloydminster
- Cable; Northern Cablevision Ltd.

UTILITIES

Contact the following for Service Rates and Details

Electric Power
- Trans Alta Utilities Ltd.
  2102 - 2nd Avenue
  Wainwright, Alberta
  Tel: (403) 842-3377

Natural Gas
- Wainwright Gas Company
  c/o Town of Wainwright
  Wainwright, Alberta
  Tel: (403) 842-3381

Telephone
- Alberta Government Telephones
  Vegreville, Alberta
  Tel: (403) 632-5211

Water Supply Source
- Battle River in association with Camp Wainwright

Reservoir Capacity
Treated Water
- 2,650,000 gallons

Pumping Capacity
- 1800 gallons per minute

Line Pressure (psi)
- 40 psi (static)

Consumption
- 365,000 gallons per day

Restrictions
- None specified

Sewage treatment
- 4 aerobic lagoons

GOVERNMENT AND OTHER MUNICIPAL SERVICES

Municipal Council
- Mayor A.C. Coleman and six Councillors

Administration
- E.N. Bouchard Municipal Administrator

Tel: (403) 842-3381
- J. Perkins Development Officer

General Municipal Plan
- revised 1986

Land Use Bylaw
- revised 1986

Transportation Plan
- 1986

Planning Agency
- Planning Services Division - Alberta Municipal Affairs, Tel: (403) 427-2125

Member Legislative Assembly
- Robert C. Fischer, Wainwright

Member of Parliament
- Don Mazankowski

PROVINCIAL SERVICES

Energy and Natural Resources

Agriculture
- District Agriculturist
- Hail and Crop Insurance
- Home Ec. and 4-H
- Alberta Agricultural Development Corp.

Attorney General

Tourism and Small Business
- Travel Alberta

Transportation
- Highway Patrol

Environment

Medical Examiner

Municipal Affairs

Recreation and Parks
- Recreation Field Services

Social Services & Community Health
- Social Services District Office

Solicitor General
- Driver Examinations

FEDERAL SERVICES

Employment and Immigration Canada
Canada Employment Centre

Department of National Defense
Camp Wainwright

Post Office

Veterans Land Administration

Farm Credit Corporation

Other Municipal Services

Garbage
Method/Frequency of Collection
Truck – residential (weekly)
– commercial/industrial (daily)

Unrestricted/Industrial Waste Disposal

Fire Protection
Volunteer staff of 24 men, with 4 units, (3 pumper units, & 1 emergency unit)

Police Protection
R.C.M.P. Detachment of 9 officers; 2 office staff; with 4 vehicles

Education

Schools

Day Care/Nursery	1
Elementary	Separate 1
	Public 1
Junior High	Public 1
High School	Public 1
Vocational	None
Other	Lakeland College

Medical

Hospitals	50 (beds)
No. Doctors	5
No. Surgeons	1
Medical Clinics	1
Health Units	1
Ambulance Service	2
No. Dentists	4
No. Chiropractors	1
Hospital Auxiliary	75 (beds)
Senior Citizens Lodge	1
Senior Citizens Apartments	2

Recreational Facilities

Camping, fishing, museum, golfing, boating, skating, hockey, hunting, swimming, curling, tennis, baseball, skiing, bowling, badminton, hobbies, crafts, basketball, lawn bowling, trap shooting, rifle range, snowmobiling, stock car racing, live theatre (occasional), archery Wainwright and District Communiplex.

Tourist/Accommodation Facilities

Hotels/Motels

Buffalo Springs Motor Hotel	30 units
Bio Vista Motel	31 units
Lazy T Motel	40 units
Plainsman Motor Inn	45 units
Park Hotel	25 units
Wainwright Hotel	49 units

Parks, Campgrounds/Campsites

Wallace Park

Middlemass Park Campground (Municipal) includes; water, sewer and electrical hook-ups

Petroleum Park

Service Organizations

Kinsmen and kinettes

Lions

B.P.O.E. Elks Club and Order of Royal Purple

Quota Club

Buffalo Park Masonic Lodge

Order of the Eastern Star

Legion and Ladies Auxiliary

Wainwright and District Chamber of Commerce

Knights of Columbus

K-40's

K'ettes

Based on this description of services, it is clear that Wainwright serves as the major regional center. This is particularly evident in such services as medical, educational, provincial and federal government services and transportation.

Wainwright also has excellent recreational facilities including the Wainwright and District Community Complex and three urban parks.

Tourists and business travels are made welcome with over 200 rooms available in six hotels/motels.

All of the services, both private and public are supported by a dedicated local Council and administration as well as the enthusiasm of various community service organizations.

5. THE CONTACTS

This report cannot possibly describe in sufficient detail all aspects of the Town of Wainwright. In addition, the information presented quickly becomes out of date. It is for this reason, that this report will be updated annually. It is anticipated that providing an annual update will allow the Town of Wainwright to adjust their land use planning policies, standards and administration practice to meet the ever-changing needs of the community.

For anyone wishing more information regarding any and all topics contained in this report we encourage you to contact the following:

1. Town of Wainwright –
   Telephone: (403) 842-3381
   Mayor, A.C. Coleman
   Administrator, E.N. Bouchard
2. Wainwright Chamber of Commerce –
   Telephone: (403) 482-4910
3. Prairie Unit — Alberta Municipal Affairs –
   Telephone: (403) 427-2125